2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

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seditious activity, included also the names of his brothers, Muhammed bin Ali Jifri, the Sultan's Chief Minister and Alawi bin Ali Jifri, both of whom succeeded in escaping to the Yemen. All three of these men who are Saiyids from Yeshbum in the Aulaki sheikhdom were well known to the Sultan, indeed they could be described as personal friends. Lahej was occupied temporarily by troops, and the Sultan, who was in Aden at the time, left for the United Kingdom shortly afterwards, leaving one of his cousins in charge of the State as his deputy.

There is not the slightest doubt that the Governor's action was fully justified and timely, nor is there any doubt that Lahej has for some time been a centre for pro-Nasser and anti-British propaganda. Shortly after the events recorded above, a raid was made on the Lahej village of Dar Saad, but a stone's throw from Shęikh Othman in the Colony. A detachment of Government Guards surrounded the village and a thorough search resulted in the seizure of no less than several tons of explosives and fireworks and arms and ammunition including automatic rifles. These automatic weapons could not have been obtained from either the Colony or the Protectorate.

In June Yahya Hiosi the Commandant of the Lahej "Army" fled to the Yemen with some of his troops and a considerable sum of money from the State Treasury. In July His Highness, Sir Ali bin Abdul Karim, left London for Rome and a day or two later Her Majesty's Government withdrew recognition from him as Sultan of Lahej.

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Now let us turn to local events in the Colony. Shortly after I left Aden in 1936 the question of Qāt began to trouble the minds of the Unofficial Members of the Legislative Council. Qāt is a shrub cultivated in the Yemen and in Ethiopia and at Dhala in the Protectorate and looks something like a tea bush. The leaves are chewed while fresh and green and the practice is easily habit forming. The precise effect of the drug on the system is hard to explain, and medical opinion is divided about whether it is or is not deleterious. My own view is that taken in moderation it is, like many other stimulants, innocuous, but taken to excess it can be very harmful. It is expensive and

276 It is expensive Aden and
435 it has been calculated that Qāt costs the addicts in the Colony £2,500,000 a year.

276 The Unofficial Members were not concerned primarily
434 with the effect of the drug on the constitutions of the addicts, but with the economic aspect of the problem. The majority of those who use Qāt are in the lower wage brackets and cannot really afford to buy Qāt without seriously neglecting their
648 family responsibilities. After much careful thought the Asiatic
671 Unofficial Members tabled a motion in the Legislative Council at the beginning of 1957 calling on the Aden Government to take action to prohibit the entry of Qāt into the Colony. The motion was not opposed and in due course action was taken
548 and Qāt was prohibited. However, the Aden Government has
648 no control over the States of the Protectorate and the Sultan of Lahej, through whose territory Qāt from the Yemen and from Dhala must pass to reach the Colony, was unwilling to co-operate with the Aden Authorities. Not only did he place no restriction on the movement of Yemen and Dhala Qāt through his territory but he allowed Qāt from Ethiopia, brought by launch and sailing craft from Djibouti in French Somaliland to which place it had been flown from Ethiopia, to be landed on his coast and taken to Dar Saad on the Colony boundary and other places in his territory. The immediate consequence of the Sultan's action was to turn the village of Dar Saad into one vast Qāt chewing den to which resorted all the citizens of Aden who used the stuff and could afford the transport. Why the Sultan did this dis-service to the Colony is hard to say. He may have been unwilling to annoy the Yemen Government, fearing retaliation along his frontier with that country, or he may have thought that action by him to prohibit Qāt from passing through his territory would result in the Imam closing the frontier, as he has done on more than one occasion in the past, with a consequent loss of revenue to the State from road tolls. On the other hand, he may have felt that the order of prohibition was an unjustified infringement of the liberty of the subject to which he could not subscribe, and was not prepared therefore to do anything to interrupt the supply from any source. Whatever were his reasons the result
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1 [i.e., Qāt. - Analyst]

?: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden

632 *Qat Tax*

651 Yield in 1949 .. Rs. 2,58,578.
Yield in 1950 .. Rs. 3,55,706.

[276] The tax on qat (a narcotic leaf chewed by the local inhabitants) is collected at the Sheikh Othman Township Office. The tax was assessed at Rs. 1-14-0 per 20 lb., but was increased to Rs. 2-12-0 from January, 1950.

Vehicles

Yield in 1949 .. Rs. 1,739.
Yield in 1950 .. Rs. 1,765.

The Township Authority registers all animal and hand-drawn vehicles and a Registration Fee varying between Rs. 8 and Rs. 12 per annum is charged. Vehicles fitted entirely with rubber tyres are, however registered free of charge in order to encourage the use of rubber tyres so that wear and tear on road surfaces can be decreased. Bicycles are not registered at present.

Motor vehicles are registered by the Police, who collect the taxes, issue licences, etc.

Trade Licences

Yield in 1949 .. Rs. 86,260.
Yield in 1950 .. Rs. 87,063.

Licensing of general traders was introduced during the war as an aid to control, the fee being only Re. 1 a quarter, except for wholesalers and traders in tobacco and dangerous substances, who pay much higher rates.

PORT ADMINISTRATION

504 647 The Port of Aden, which affords safe accommodation for vessels up to 34 feet in draught (vessels of deeper draught can be handled by working the tides), is administered by a Board of Trustees constituted under the Aden Port Trust Act, No. V of 1888. The Board is at present composed of four officials including the Chairman, and eight non-officials. The Trustees, with the exception of the Chairman, are appointed by the Governor for a period of two years. Vacancies during this period are also filled by the Governor.

504 The minimum depth of water at low tide available in the approach channel and the inner mooring basin is 36 feet; there are 19 first-class berths, including 11 oil berths, suitable for large vessels; 5 second-class berths, including 1 oil berth, suitable for vessels of medium size; 8 third-class berths suitable for small vessels. The oil berths are 647 connected to the land installation by submarine pipe line; all berths 502 are available for the supply of bunker coal and general purposes. The Port Trust maintains a pilot service consisting of one Harbour Master

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

651 insurance and any other expenses necessary to maintain the premises in a state to command that rent. From the gross value 10 per cent is deducted in lieu of repairs, insurance, etc., and the residue is known as the rateable value.

Sanitation Tax

This tax in the Fortress is assessed at 4½ per cent per annum on the rateable value and in Sheikh Othman at 2½ per cent and is collected to compensate for the conservancy services rendered by the Public Health Department. In Aden where few sewers exist, the daily removal of sullage water and human waste from thousands of houses not connected to main drainage is a considerable task.

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Qat Tax

[276] The tax on qat (a narcotic leaf chewed by the local inhabitants) is collected at the Sheikh Othman Township Office in the case of qat imported overland from the Yemen. Recently a superior quality of qat has been imported by air from Abyssinia and the tax is collected by the Customs and Excise Department near the airport. The tax is assessed at *Sh.* 5 per 20 lb. of all types of qat imported.

Vehicles

The Township Authority registers all animal and hand-drawn vehicles and a registration fee varying between *Sh.* 12 and *Sh.* 20 per annum is charged. Vehicles fitted entirely with rubber tyres are, however, registered free of charge in order to encourage the use of rubber tyres so that the wear and tear on road surfaces can be decreased. Bicycles are not registered at present.

Motor vehicles are registered by the Police, who collect the taxes and issue licences.

Trade Licences

The licensing of general trades was introduced during the war as an aid to control and the fee then was very small and is still only *Sh.* 5 per annum except for trades in tobacco and dangerous substances, which pay higher rates.